





## INTIMATION.



**A. S. WATSON & CO.,**  
LIMITED.

SOLE AGENTS IN HONGKONG

FOR

**ROBERT PORTER & CO.'S**

**BULL DOG BRAND**

OF

**GUINNESS' STOUT**

(IN PINTS AND SPLITS)

AND

**ROBERT PORTER & CO.'S**

**BULL DOG BRAND**

OF

**LIGHT ALE**

(IN QUARTS, PINTS AND SPLITS)

"THESE ARE OUR **STOUT**  
**SUPPORTERS IN OUR BITTER**  
**AILMENTS.**"

**A. S. WATSON & CO.,**  
LIMITED.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

Hongkong, 13th December, 1906. [30]

## NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns, should be addressed to **The Editor**.  
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of the paper only.  
No anonymous signed communications will be accepted, unless they are accompanied by a card already appearing in the paper, or by a card bearing the name of the contributor, and the name of the contributor must be written on the back of the paper.  
Orders for extra copies of **DAILY PRESS** should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.  
Telegraphic Address: **Press**. Codes: **A.S.W. & Co. Ltd.**  
P.O. Box, 35. Telephone No. 12.

## BRIEFINGS.

On December 29th, at 19 Macdonnell Road, wife of **CH. T. TANAKA**, the Japanese Consul, of a son.  
On December 25th, at Shanghai, the wife of **ROBERT N. TANAKA**, of a son.  
On December 25th, at Shanghai, the wife of **ARTHUR STANLEY**, of a son.  
On December 25th, at Shanghai, the wife of **ROBERT MCGEE**, of a son.  
MARRIAGES.  
On December 18th, at **FOCKLEY**, **JACOB BUNBY** of the **C.M.S. FOCKLEY**, to **ANNE HELEN MARLENE TAYLOR**.  
On December 15th, at Shanghai, **HERBERT MITCHELL**, of **GEORGIA BEATRICE HAMILTON**.  
ACKNOWLEDGMENT.  
Mr. and Mrs. **SAMUEL DUNSTON** SERVA beg to thank all their friends for the heartfelt sympathy shown to them in their recent bereavement.  
Hongkong, 31st December, 1906. [20]

HONGKONG OFFICE: 10A, DES VOGES ROAD (C) LONDON OFFICE: 131, FLEET STREET, E.C.

**The Daily Press.**

HONGKONG, JANUARY 1st, 1907.

According to the information which they have thought fit to issue to the outer world by proclamation and otherwise, it would seem that the Chinese authorities are at last in earnest as to the question of granting some form of representative government. It is, however, quite evident that they intend to proceed in this matter with very great caution, and are fully alive to difficulties which they have to face in any attempt to introduce a radical change into the time-honoured paternal system of China. There have been so many instances where they have given assurances of reformation, which, before long, have proved only to be temporising measures designed to silence inconvenient demands, that some doubt may be felt as to whether they are sincere in the promises which they are now holding out. On the whole, however, there is reason to conclude that the steps which are now being taken will lead to some kind of reform in the internal administration of the country,

even though they may not result in a complete representative system at the outset. Whether the Chinese officials recognise the fact or not, there can be no question that merely mooting the subject of popular representation, at headquarters, must give a great impetus to such a movement. It may be fairly concluded that this has not escaped the attention of the Chinese who are shrewd enough in foreseeing the bearing of any given political step; and it would on this account seem unlikely that they would have publicly shown willingness to entertain the question in any way, unless they intended to do something in the direction indicated. What particular motives have induced them to adopt the steps they have taken, it is of course impossible for outsiders to divine. The consolidation of power which has resulted from the introduction of popular government in Japan has probably been a chief element in the matter—and it is also possible that the Chinese officials may have drawn some useful inferences from the disastrous state of affairs which has been brought about in Russia from steadily ignoring claims to reasonable representation of the people at large in the government of the Empire. So far as can be gathered from the scanty information which has from time to time come forward, it would appear that the Chinese are disposed to take the Japanese constitution as their model. At the same time it is manifest that they are not prepared to do so without first carefully ascertaining that it is suited to the conditions of their country. In many respects essential modifications will have to be made to meet the special conditions existing in China, and these can only be ascertained by a full consideration of the circumstances which have to be met. The first thing that would occur to the Chinese officials at Peking is that nothing effective could be accomplished without the co-operation and concurrence of the High Provincial Authorities, in whose hands so much of the administration of the country is centred. Their having, therefore, consulted with them, and asked their co-operation as a preliminary step, is what might naturally be looked for. At the same time the danger which has to be faced in this necessary step, is not to be ignored. The views of the provincial authorities must of necessity be respected; and there may be some opposition on their part to a change which they will naturally feel may deprive them of much of their power. It is likely that the reports from at least some of them will be adverse to the suggested change—and there is further a possibility that they may be encouraged to send in such reports, which will afford the Peking authorities a good excuse for delaying any change, should they deem it desirable to do so. In the long run there can be little doubt that the central Government will be forced to do something in the direction of reform; but before they can move effectively in the matter, they must have the concurrence and co-operation of the Provincial magnates. Some of them may be wise enough to perceive that something in the shape of representative institutions would consolidate their power within their own spheres; and may be able to take measures by consulting with the leading men in their provinces, to lay before the Central Authorities some scheme for elective provincial assemblies. Action in this direction is manifestly that which will have to be first adopted. Any reform in China in the direction of popular government must first take the shape of the establishment of some form of provincial Councils or Assemblies, each of which will have a voice in the matters immediately affecting the individual Provinces. Probably this will be the first step which will be adopted, the direction of imperial matters being retained by the Central Government, until it has been ascertained how far representative institutions work locally; when a like system may by degrees be applied at the capital, to deal with the larger matters in which the whole country is concerned. It is manifest that the changes which will have to be introduced will require very careful consideration and skillful handling—but they are not beyond the power of attainment. The Chinese people as a whole will not be inclined to press for extreme measures of reform, if they see a bona fide effort being made to give them some kind of voice in the administration of the country. Wild demands, such as were made by the Russian Duma, are not likely to be put forward by the Chinese, who have always shown themselves possessed of moderation and common sense, when they are fairly heard and reasonably treated. The principle of representation being once recognised, it will become

impossible even for the most reactionary officials to withstand it. On the other hand, there is no longer that the Chinese people, as a whole, will wish to push matters to extremes, or to do anything which would endanger the authority of the Central Government, of the necessity for which they are fully aware.

There will be no issue of the **Daily Press** to-morrow.

The concluding two articles of the series on Gold and Silver, by Mr. Consul Nickerson, will appear, we hope, on Thursday and Friday, Jan. 3rd and 4th.

The Tokyo City Council has reported adversely on the municipalizing of the Tramways, and the scheme for municipal ownership has fallen through.

For some days past the police have been making inquiries in the hope of discovering some clue to the grim events that must have preceded the finding of a mutilated Chinese corpse in the city.

In regard to the programme for the Hague Conference, Russia objects to the limitation of armaments because it would prevent a revival of the Russian Navy. Germany likewise objects to limitation. She also opposes the Drago doctrine.

This afternoon members of the Catholic Union provide a free dinner for the poor of the Colony. At the Wanchai Italian Convent tables will be laid for upwards of 200 people who, besides being supplied with excellent past, will each receive a present as a memento of the occasion.

Tao Rev. Dr. Crapney, pastor of St. Andrew's Protestant Episcopal church at Rochester, New York, for twenty-five years, has been suspended from duty by the American Ecclesiastical Court of Review, for heretical teachings. He denied miraculous conception and the resurrection of the body.

At the Magistracy yesterday Mr. F. A. Hazledine sitting as a coroner and a jury inquired into the circumstances of the death of Tsui Ko who died in Victoria Road yesterday morning. Deceased had been admitted to prison on the 17th to undergo a sentence of 21 days for unlawful possession. Death was due to natural causes.

One of the most interesting currency reforms which is now receiving the attention of the Chancellor of the Exchequer is the issue of £1 bank notes. At present the law provides that no English bank note shall have a less value than £5, and in this matter England stands alone in the world. Even Ireland and Scotland have their £1 notes. England has not always been without its £1 bank notes, but they were forbidden as long ago as 1776.

Christmas telegrams to the **N.C. Daily News** give the following information. The **Yusaku** **Mare** laden with 5,000 tons of coal and bound for Hongkong is on a rock near Moji. The Chinese steamer **Chienai** (3), bound for Vladivostok, encountered a heavy storm, sustained damage and took refuge on the coast of the Ishikawa prefecture. The passengers are safe. There are two steamers of the name **Yusaku** **Mare**—one belonging to the N.Y.K. the other to the Ukon (Gonzalez) Kaisha.

Joseph F. Smith, the President of the Mormon Church in the United States, has been fined £50 for having married five wives. Smith was arrested at the instance of his monogamist brethren, and was tried by a Mormon court. It was stated in the course of the evidence that the Mormon "prophet's" fifth wife recently gave birth to his fifty-third child. In addressing the judge, defendant declared that since 1890 polygamy in Utah had been steadily declining, and in time must terminate. Marriages in violation of the American law were even now prohibited by Mormons. Nevertheless, the old Mormons, like himself, who had a bunch of wives under the old system, were in a difficult position. Since the days of plural marriages, Mr. Smith intimated, the economic conditions had changed somewhat, and young Mormons, apart from modern teaching respecting matrimony, did not hanker, apparently, after more than one wife.

A collection of Chinese carvings in jade and other hard stones, as well as Japanese silver and bronzes work, was disposed of at Christie's on Nov. 27th. The former included a little koro and cover of pink jade, 4 1/2 in. high, carved with prunus branches and leaves, and with mask loose ring handles, which realised 105 gs.; a vase and cover of white jade, splashed with bright emerald green, carved with dragon, bird, and flowers, and with an elephant head and ring handles, 9 1/2 in. and a large vase and cover of pale green jade, the lip carved with a pale pattern, the cover surmounted by a kylin, 13 1/2 in. high, 89 gs. In the Japanese metal work group there was a large silver articulated figure of a dragon, 5 1/2 in. long, and weighing 19 1/2 oz. 10 dwt., for which a bid of 60 gs. was made; 28 gs. was paid for a silver vase and cover, pierced and richly chased with dragons, birds, and flowers, and with gold inlays, and dragon handles by Tokiaki, weighing 5 1/2 oz. 5 dwt.; and another somewhat similar silver vase surmounted by a cover of pale green carved jade, fetched 18 gs.

Too many of us have many dear friends whose notion of politeness consists in talking loudly, rapidly, and effusively without a moment's rest. Somebody once said that a friend was a creature in whose company one could be silent. There are friends nowadays in whose company one has to be not only silent, but deaf. In every sense of the word the best friendship is that which makes no noise. There is no reason in the nature of things why because you make a call you should never shut your mouth, or why, if you must speak, you should use the tone appropriate to a Hyde Park meeting.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## THE SHAH'S HEALTH.

LONDON, December 31st.

The Shah of Persia is improving.

## MOROCCO.

LONDON, December 31st.

Raisuli, the rebel chief in Morocco, has fled. A Gruz rising is expected.

## THE SNOW STORM AT HOME.

LONDON, December 31st.

There has been a partial thaw in the snowstorm. Traffic is resuming, but many towns are isolated, and there is great destruction.

## NEW WARSHIPS.

LONDON, December 31st.

The "Superb" has been ordered at Armstrong's, and the "Bellborough" and "Temeraire" are under construction in the Dockyards.

## THE NEW WORSHIP BILL.

LONDON, December 31st.

France has passed the New Worship Bill.

## A SHIPPING DISPUTE.

LONDON, December 31st.

A serious dispute has occurred between the German shipping companies and their officers.

## OBITUARY.

LONDON, December 31st.

Baroness Burdett-Contts, Mr. Alexander William Black, Sir Alfred Sandison, Mr. Samuel Smith and Cardinals Cavagnis and Tripepi are dead.

## RAILWAY COLLISION.

LONDON, December 31st.

A railway collision has occurred at Terracotta, between Baltimore and Ohio, in a fog, and sixty passengers were killed.

## TRAINS BURIED BY SNOW IN GREAT BRITAIN.

LONDON, December 29th.

Snow storms continue in Great Britain. Trains are buried by the snow in some parts of the country and passengers are starving.

Many vessels are reported in distress along the coast.

## TERRIBLE RAILWAY DISASTER IN SCOTLAND.

LONDON, December 29th.

A terrible collision has occurred on the railway near Arbroath, due to the clogging of the signals [by snow?] There were fifty-three casualties.

## BARONESS BURDETT-COITTS.

LONDON, December 23th.

The Baroness Burdett-Contts is ill with acute bronchitis. The condition of the Baroness is serious.

## CREW OF "AWA MARU" SAFE.

LONDON, December 29th.

All the crew of the **Awa Maru** have been landed.

The dress rehearsal of the entertainment by the U.S.S. **Pennsylvania** minstrel troupe last night proved very successful, and those who visit the City Hall to-night may be certain of a pleasant evening.

## LATEST STEAMER MOVEMENTS.

The P. & O. str. **Java** left Singapore for this port on the 29th Dec., at 5 p.m.  
The H.A.L. str. **Siberia** left Singapore on the 30th Dec., at 6 p.m., and may be expected here on the 5th Jan.  
The N.Y.K. str. **Hiochi Maru** (European Line) left Kobe for this port via Moji on the 29th Dec., and is expected here on the 7th Jan.

## KOWLOON DOCK BALL.

The annual ball given by the staff of the Hongkong and Whampoa Dock Company took place last night and the consensus of opinion was that no more pleasant dance had taken place in the Colony this season. Falling as it did on Hogmanay, the event naturally lent itself to the rejoicings of the time, and all who were present doubtless were glad to embrace the opportunity of spending the parting year and welcoming the coming year in such a happy fashion. Certainly a more enjoyable evening could not have been desired. The staff of the Dock are past masters in the art of conducting successful dances, and last night's gathering passed off with all the success associated with a Dock ball. The drawing room was again transformed into a pretty ball room, the sides draped with flags and the roof festooned with greenery. Shields bearing the crests of Scottish clans, and with signal flags inserted behind were placed between the windows, while curtains hung from the windows, and a fine-mowing of colour and the effect of brilliant light was pleasing indeed. At the end of the hall the Dock flag, embellished with electric bulbs, occupied a conspicuous place. As before, there was nothing lacking that was necessary to the convenience and pleasure of the guests. A series of launches carried those from Hongkong to the Dock, where Messrs. T. Oates and J. Monies undertook the duties of the reception committee. While the care of the ladies' room rested with Mr. D. Keith, Messrs. S. Smith and W. Taylor looked after the bar, and the supper arrangements were made by Messrs. R. Lupton, Smith and Taylor. The general committee consisted of Messrs. W. Stewart, R. H. Baxter, R. Lupton, Thos. Oates, David Keith, S. Smith, John Monies, Wm. Taylor and James Pearson. The general conduct of arrangements collected credit on the organising ability of Mr. R. H. Baxter, the secretary.

Dancing commenced about nine o'clock to the music supplied by the Band of the 3rd Middlesex Regiment under Bandmaster Caldwell. A programme embracing 22 items was carried through with great zest, and to the manifest enjoyment of all the participants. Messrs. R. H. Baxter and W. Stewart had a fine conception of the duties of M.C.'s and under their tactful guidance and attention everything passed off as it should, the dancing not being brought to a close till 11 o'clock.

About half past 11 an adjournment was made to the reading room, where the supper was set. Mr. W. Wilson, Manager, presided, and after the creature comforts had received attention he proposed "the King" which was loyally responded to. He subsequently submitted the toast of "The Guests," which was acknowledged by Mr. Jordan who also proposed "Success to the Dock Company," to which Mr. R. Mitchell made a felicitous reply. The following guests were assigned special seats: Mr. Wilson and Mrs. Jordan, Mr. Mitchell and Mrs. Pearson, Dr. Jordan and Mrs. W. Ramsay, Mr. J. Lambert and Mrs. Jack, Mr. W. Ramsay and Mrs. Lambert, Mr. J. Macdonald and Mrs. Skinner, Mr. Skinner and Mrs. Macdonald, Captain James and Miss Rendall, Dr. Forsyth and Mrs. Parham, Mr. Neave and Mrs. Hand, Mr. Hand and Mrs. Graham, Mr. Graham and Mrs. Neave, Mr. Hockaday and Miss Wingate, Mr. A. Cumming and Mrs. Richardson, Capt. Douglas and Mrs. Murphy, Mr. Murphy and Mrs. Douglas, Mr. W. C. Jack and Mrs. Wilk, Dr. Swan, Mr. A. Ritchie and Mr. J. C. Milne.

The toast of the New Year was signalled in a very pretty manner. Behind the Chairman were the figures "1906" formed with electric bulbs and as the last stroke of twelve struck the figure "six" was replaced by "seven" amid great cheering and the exchange of greetings, this being followed by the singing of "Auld Lang Syne."

## THE CHINESE ANTI-OPIMUM MOVEMENT.

A SIGNIFICANT SITUATION.  
We extract the following from the columns of the **N.C. Daily News**.—A recent report that the local native authorities are trying to extend the Imperial prohibition against opium and opium accessories within the boundaries of the Foreign Settlements of Shanghai and in doing so seek to persuade the Consular Body to allow the summary arrest and punishment of owners of Chinese drugshops and dispensaries, doing business inside the Settlements, who sell anti-opium pills containing either morphia or opium, is causing much indignation and unrest amongst many of our Chinese fellow-residents. It is stated that the reason of the delay in putting this new law into effect has been owing to the non-unity of the Consular Body to the Shanghai Treaty's dispatch upon the subject. Many Chinese business men, however, even those not addicted to the opium habit, consider the desire to "shut down" upon the habit and close the premises of dealers in the commodity too sudden, for many of them, never dreaming of such a movement against opium, have brought in large quantities of the drug, both in morphia and raw opium form, so that the summary closing of opium shops and prohibition against the sale of anti-opium pills and medicines would simply spell ruin to many who are well off in this world's goods at the present moment. It must be borne in mind that it is not the prohibition-law that is objected to but the summary manner with which it is proposed to apply the law by the Chinese officials. Then again, who, if in the Foreign Settlements the law is enforced on the understanding that it is being similarly enforced in Chinese territory and it is found out that after all, as on many previous occasions, there has only been a perfunctory enforcement of the law? The Chinese are, we should think, that many Chinese would prefer to "cross the border" and seek "peace" there from the prying eyes of a vigilant Municipality. It is hoped, therefore, that if the authorities in the Settlements intend to co-operate with the Chinese authorities with regard to the enforcing of the prohibition law against opium, the latter must first show what they can and will do, and what is of the greatest importance, show that the methods for enforcing the law will be persistently applied without any slackening of the reins—for there is a saying in this country which is almost becoming a proverb—that "Government enterprises have only a beginning, but no ending."

## BUSINESS REVIEW OF 1906.

## EXCHANGE.

The glorious uncertainty of the course of exchange has again been emphasised during 1906. The year opened with the T.T. rate at 2/3/16. For many years past the tendency has been for exchange to rise towards Chinese New Year but the great native setting day seems to be losing its former influence. In this instance the rate rose only until the 15th January, when it touched 2/13/16, after which it fell away to 2/1/4 remaining steady up to, and a week or more beyond, Chinese New Year. A gradual upward movement then set in until the 27th February when 2/1 1/16 was reached. That was the opening rate for March but a rapid decline set in and exchange fell almost daily until the 12th of the month when the lowest rate of the year was recorded viz: 2/1/8. From this point there followed a steady upward movement until at the end of April 2/1 was quoted and in May 2/1 1/2. On the 1st and 2nd June the highest rate for the first half of the year was reached viz: 2/1 3/16.

In July steadiness prevailed; the rise and fall only ranging from 2/1 5/16 to 2/1 1/2; indeed steadiness continued until the middle of August when a further rise commenced to assert itself and 2/1 15/16 was touched on the 31st. Early in September the rate climbed well over 2/2—the highest point being 2/2 9/16. In October 2/3 was passed and topped by 2/3 3/8. This rate obtained during the early part of November, then gradually advanced to the highest quotation of the year 2/3 11/16 on the 19th November, when the price of silver was 33 1/8—the highest known since 1893.

From this—the pinnacle of the year—exchange fell until the 28th when we saw 2/1 1/16 again and after at 2/1 1/2—a fall in the price of that unstable metal of 1/18 in 9 days. Since then rates have varied but little, say from 2/1 9/16 to 2/3 1/8, the closing quotation for the year.

Everybody who knows anything about exchange knows that the problems connected with it are insoluble. The most that even the youngest can pretend to know is based on unreliable information of the vaguest kind. But certain large governing factors stand boldly out at times and at this time, there is no mystery about the immediate cause of the phenomenal rise in the price of silver. It is unnecessary to remind our readers that it has been, and still is mainly due to abundant crops and extraordinary prosperity in India. Statistics, as we all know, can ordinarily be made to prove anything, but there are some figures that cannot be explained away and figures so remarkable as those showing the export of silver to India from London in 1906 compared with those of the last 10 years mean an abnormal capacity of absorption consequent on phenomenal prosperity. The average annual export of silver from London to India for the past decade has been estimated at £27,000,000 sterling. This year, up to the time of the last mail leaving London, the amount exported totalled over £31,000,000. The corresponding figures for last year were under £28 millions.

This £3 millions extra has been largely purchased on Government account. The Indian Finance Minister, foreseeing that the financing of the abundant crops would lead to an enormous demand for Rupees, decided to increase the reserve by 5 millions. Thus during the year exchange in China has depended upon India, and the future course of it will be ruled by her needs. What these will be in 1907 belongs to the unprofitable business of prophecy with which at the moment we have luckily nothing to do.

It is however fairly safe to say that there is little likelihood of exchange tumbling early in 1907, if at all.

## YARN.

The year just ended may be pronounced to have been the most disastrous the trade has experienced since its commencement. With the exception of the Bombay spinners, who have been driving a roaring trade during the last eighteen months, business has been more or less detrimental to our unfortunate importers and dealers. When it is recorded that the losses are roughly estimated at close upon three millions, and that of some fifteen yarn-dealing houses eleven have collapsed, it requires no further proof to show the serious nature of the disaster of which we have not heard the last. The year opened with an unsold stock of 84,000 bales and ends with 165,000, the entire quantity of yarn held by the insolvent dealers falling back upon sellers with a small exception.

## TONNAGE.

The beginning of the year saw the freight market rather dull, with many steamers laid up at the various ports, but an improvement came with February, the freight rates still remained low till May. By the end of June practically all steamers were in employment, and after a dull interval there is a great demand in the middle of October, greater than the supply of tonnage. In consequence rates improved and many steamers were fixed from Bangkok and Saigon. Newcland also took a number of boats and many steamers were fixed from Japan to Hongkong with coal. The year finished very dull and there is no likelihood of any improvement until after Chinese New Year. The new Indo-China crop is very good, but the Northern business being dull there is a possibility of too much tonnage being again thrown on the market. During the year over forty Norwegian steamers have left the coast and a large number of British tramps have also gone home. This may help matters somewhat.

## SUNDRIES.

During the first part of the year there was very fair business booked, but when the goods came along later, exchange had risen to a considerable extent and dealers used any excuse to get out of their contracts. Importers in many instances were left with heavy losses to make good.







## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until discontinued.

Telegraphic Address: PERS. CODES: A.B.C., 5th Ed. Lister's.

P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## NOTICE.

I have This Day resumed business as Hongkong AGENT for Messrs. CASTLE BROS. WOLF & SONS of Manila.

Wm. W. WILSON.

Hongkong, 29th December, 1906. [119]

## NOTICE.

WE have This Day OPENED a Branch Office at Canton and have authorized Mr. J. P. ECA DA SILVA to Sign our Firm Per Procuration there.

CRUZ, BASTO & Co.

Hongkong, 1st January, 1907. [129]

## NOTICE.

I have This Day admitted Mr. GEORGE ANDREW HASTINGS as a PARTNER in my business, and the same will from this date be carried on under the style of "HASTINGS & HASTINGS."

JOHN HASTINGS.

Solicitor, 38, Queen's Road Central.

Hongkong, 1st January, 1907. [121]

## NOTICE.

I have This Day admitted my Son, JEHANGIR HORMUSJEE RUTTONJEE, as a PARTNER in my Firm, which henceforward will be carried on under the name and style of "H. RUTTONJEE & SON."

H. RUTTONJEE.

Hongkong, 1st January, 1907. [122]

## NOTICE.

THE Interest and Responsibility of Mr. CHATEL PAUL CHATER in our Firm ceased on the 31st December, 1906.

VERNON & SMYTH.

Hongkong, 1st January, 1907. [123]

THE NETHERLANDS LLOYD OF AMSTERDAM & BATAVIA.

(FIRE AND MARINE INSURANCE COMPANY.)

THE Undersigned AGENTS for the above Company are prepared to ACCEPT RISKS at current rates.

LUTGENS, EINSTAMANN & Co., Agents.

Hongkong, 1st January, 1907. [124]

## A. S. WATSON &amp; CO. LIMITED.

## NOTICE.

## NEW YEAR'S DAY.

ALL Departments will be OPEN for Business from 10 a.m. to 1 p.m.

THE HONGKONG DISPENSARY.

Hongkong, 1st January, 1907. [125]

FIRE INSURANCE ASSOCIATION OF HONGKONG.

## NEW YEAR HOLIDAY.

NOTICE IS HEREBY GIVEN that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business TO-DAY (TUESDAY), the 1st January, 1907.

By Order,

A. R. LOWE,

Hongkong, 31st December, 1906. [126]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW

THE Company's Steamship, "HAIMUN," Captain A. J. Robson, will be despatched for the above Port on FRIDAY, the 4th inst., at DAYLIGHT.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 1st January, 1907. [127]

## COME AND INSPECT

Our Special Varieties of

ARTISTIC VIEW POSTCARDS.

ALL KINDS OF FOREIGN POSTAGE STAMPS, ALBUMS AND OTHER

## PHILATELIC GOODS

AT PRICES TO SUIT ANY BUYERS.

GRACA & CO.,

Hongkong Hotel Corridor.

Hongkong, 1st January, 1907. [128]

## MINSTREL ENTERTAINMENT.

UNDER the Distinguished Patronage of H.E. the Officer Administering the Government, the

## U.S.S. "PENNSYLVANIA,"

## VAUDEVILLE AND MINSTREL TROUPE.

through the kindness of the Captain and Officers of the Ship, and by permission of Admiral W. H. BROWN, has been secured for a Performance at THE THEATRE ROYAL TO-NIGHT (TUESDAY), JANUARY 1st, at 9.15 P.M.

LATEST POPULAR SONGS, SHIP'S ORCHESTRA, STRIKING COSTUMES, BUCK AND WING DANCING.

A Strictly First Class Performance.

Tickets—\$3, \$2 and \$1.

Booking at Messrs. S. Moutrie & Co., Charter Road.

Proceeds to be given to the Young Men's Christian Association.

Hongkong, 29th December, 1906. [1264]

## INTIMATIONS

## NEW YEAR HOLIDAY.

IN accordance with Government Notification (No. 1056) the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business TO-DAY (TUESDAY), 1st January, 1907.

Hongkong, 29th December, 1906. [2339]

## BASEBALL.

THE FINAL OF THE COMPETITION between Officers of the Combined Fleet and the HONGKONG BASEBALL TEAM will be played TO-DAY (NEW YEAR'S DAY), at 3 P.M., on the HONGKONG CLUB FOOTBALL GROUND, by courtesy of the HONGKONG FOOTBALL CLUB. The Public are cordially invited.

Hongkong, 29th December, 1906. [2340]

## EDUCATIONAL.

A FEW CHILDREN, between the Ages of 7 & 14, can be received in a Morning School at the Peak.

Address—Box 108, "Care of Daily Press" Office.

Hongkong, 31st December, 1906. [2346]

## WANTED.

WANTED for out-of-work RELIABLE MAN (non-Chinese), who can speak the Foochow dialect. State Age, Experience, Nationality and Salary required.

Address—A.H., "Care of Daily Press" Office.

Hongkong, 31st December, 1906. [2347]

## APARTMENTS WANTED.

BOARD and LODGING with private English family, or married couple, near town.

Apply by letter to—Box 941, "Care of Daily Press" Office.

Hongkong, 31st December, 1906. [2348]

THE EASTERN EXTENSIVE AUSTRALASIA CHINA TELEGRAPH COMPANY, LIMITED.

## NOTICE.

HAVING been requested by the IMPERIAL CHINESE TELEGRAPH ADMINISTRATION to REFUSE ACCEPTANCE of Telegrams for WIRTELLS from the 1st January, 1907, whenever such messages appear to be destined for transmission to other places in Europe—in circumvention of the treaty between China and Russia, the Company HEREBY NOTIFY senders that their public stations are instructed accordingly. Should such Telegrams nevertheless be inadvertently accepted, they are liable to be STOPPED at any Transmitting Station in China or Russia.

A. B. SKOTLOWE, Superintendent.

Hongkong, 29th December, 1906. [2362]

THE ALL NATIONS' HIGH SCHOOL AND GRADED COLLEGE.

THIS COLLEGE is now in a position to receive Pupils of all ages, either with or without board and lodging. For a thorough practical education, no better School can be found on the China Coast. Fees very moderate. Inquire at No. 4, Cameron Road, Kowloon, or address Mr. P. L. CLYDE, the Principal, at the College.

Hongkong, 29th December, 1906. [2341]

## PRIVATE INFORMATION BUREAU.

ANY person wishing to obtain Private Information on any subject of legal concern should apply to the SOUTH CHINA INFORMATION BUREAU AND INQUIRY OFFICE, No. 14, Des Vaux Road Central, 2nd floor. The Bureau is managed by one who is thoroughly acquainted with the customs, habits, manners and language of the Europeans, Chinese and nearly every other nationality found in Hongkong and neighborhood, assisted by a thoroughly competent staff. Charges very moderate. Office hours from 2.30 to 7 p.m. daily.

Hongkong, 29th December, 1906. [2342]

## NOTICE.

TENDERS with Sample submitted, are invited for 50,000 AUSTRALIAN HARDWOOD SLEEPERS, name GRAY GUM or IRON BUSH size 9" by 6" by 8 feet delivery c.f.i. to be made at WONGSATA Railway Wharf not later than end of July, 1907. Tenders in Hongkong currency will be opened on the 4th February, 1907, at 2 p.m., at the Railway Office, WONGSATA, Canton. All Tenders must be accompanied with a Certified Cheque or Cash for \$200 as security of good faith which will be returned if Tender is not accepted. The Company is not bound to accept the lowest or any Tender.

By Order,

K. G. KWONG,

Engineer in Chief.

Yuet-Han Railway, Canton, 22nd December, 1906. [2327]

## PRINTING

## AND

## BOOKBINDING

## OF

## ALL DESCRIPTIONS

## BUSINESS CIRCULARS,

## COMPANY PROSPECTUSES,

## COMMENTS AND BALANCE SHEETS,

## BILLS OF LADING,

## FIRE &amp; MARINE INSURANCE FORMS,

## STOREKEEPERS' PRICE LISTS,

## COMMERCIAL CODES,

## COMMERCIAL REPORTS,

## COMMERCIAL FORMS OF ANY KIND,

## ALSO

## MENU CARDS, VISITING CARDS, INVITATION CARDS, &amp;c.

## LEDGERS &amp; ACCOUNT BOOKS

## MADE TO ORDER

## PERIODICALS BOUND AND BOOKS OF

## ALL KINDS RE-BOUND

## IN THE BEST MATERIALS.

Estimates furnished on Application to the Printing Department "HONGKONG DAILY PRESS" Office

## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, On THURSDAY, the 3rd January, 1907, at 11 A.M. at the Hongkong and Kowloon Wharf and Godown Co.'s Godowns, at Kowloon, F.O.U.R.—M.O.T-O-R-B-O-A-T-S (More or less damaged).

TERMS—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 28th December, 1906. [2333]

## PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instructions from the Executors of the Mortgage to sell by Public Auction, On MONDAY, the 7th January, 1907, at 3 P.M., at his Sales Rooms, Duddell Street, THE FOLLOWING VALUABLE LEASEHOLD PROPERTY Situate at Victoria in the Colony of Hongkong, namely:—

All that piece or parcel of Ground situate at Victoria, aforesaid, registered in the Land Office as Lot No. 799, area 40,000 square feet or thereabouts; Terms 999 years annual Crown rent \$324,000, together with all the messuages thereon known as Nos. 201, 210, 212, 214, 216, 218, 220, 222, 224 and 226, THIRD STREET, Victoria, aforesaid.

For Further Particulars and Conditions of Sale, apply to—

S. W. TSO,

Solicitor for the Mortgagees,

for

GEO. P. LAMBERT,

Auctioneer.

Hongkong, 24th December, 1906. [2334]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, On WEDNESDAY, the 23rd January, 1907, commencing at 3 P.M., on Board the "RAMBLER," the following—

H.M. Surveying Vessel "RAMBLER," Single Screw, Composite built, Copper Sheathed.

Displacement ... 835 Tons.

Indicated Horse Power ... 430 N.D.

Extreme Length ... 163 ft. 3 in.

Extreme Breadth ... 29 ft. 6 in.

Build ... 1830.

Engines ... Compound Surface Condensing, Horizontal, by Elder.

Propeller ... One Griffith's Gun metal.

Roller ... Three Cylindrical Direct Tubular.

Load on Safety Valves ... 80 lbs.

Distilling Condenser ... Two Normand's Single No. 10 distilling 2,655 gallons of water per 24 hours.

HULK "MIDGE," Late Twin Screw Gun Vessel, 603 tons, Composite built, Copper Sheathed.

Length ... 153 ft. 0 in.

Breadth ... 25 ft. 0 in.

Be sold there now lie in Hongkong Harbor, with all Fittings, &c., on board.

At of Fittings, &c., to be sold with H.M. "RAMBLER" may be seen at the Office of H.M. Naval Store Officer, H.M. Naval Yard.

Admiralty will not be responsible for any errors in description of Ship, Fittings, Stores, &c.

The Vessels will be OPEN to INSPECTION for Seven days before date of Sale, between 10 A.M. and Noon and 2 and 4 P.M. (Saturdays and Sundays excepted).

Shipping Orders can be obtained from the Auctioneers.

Cash before delivery. 25 per cent of the Purchase money to be paid on the fall of the Hammer, balance and the balance to be effected within 7 days after date of Sale.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 28th December, 1906. [2335]

## BOAR AND RESIDENCE

## FIRST CLASS BOARD &amp; RESIDENCE

## AT

## "RAESIDE."

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds with Tennis Courts, Good Dining and Reception Rooms, large and Well Furnished Bedrooms, home comfort. Fine View of the Harbor. Terms moderate.

Apply to—Mrs. W. WATTS, "Braeside," 20, Macdonnell Road (at "Tang Yuen").

Hongkong, 27th Jan 1905. [43]

## BOARD AND RESIDENCE.

## MRS. G. I. LANDERS

## "GLENWAT,"

27, CAINE ROAD, A.D.

Hongkong, 20th September 1905. [1751]

## STORAGE

## FOR COAL, TIMBER, &amp;c.

TO BE LET, a Portion of ONE LOT No. 285 at NORTH P.T. Suitable for above Purpose. EXTERNAL WATER FRONT. DEEP WATER.

Also FOR SALE, Portions of MARINE LOTS, 31 & 32 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEAR LEASE.

For Particulars, apply—

GEO. FENWICK & CO., LTD.

Hongkong, 8th June, 1906. [153]

## TO LET

## TO LET.

## NO. 52, CAINE ROAD.

4 New Houses in KENNEDY ROAD, Wan Chai.

No. 18, McDONNELL ROAD, "TANG YUEN."

Apply to—

SAM WANG CO. LTD.,

31, Queen's Road Central.

Hongkong, 13th November, 1906. [2087]

## TO LET

## TO LET.

2ND FLOOR No. 12, Queen's Road Central. SEMI-DETACHED BUNGALOW (Sir C. P. Chater's), Robinson Road, Kowloon. Apply to—

LEIGH & ORANGE,

1, Des Vaux Road.

Hongkong, 1st June, 1906. [501]

## TO LET.

OFFICES in KING'S BUILDING and YORK BUILDING, "RANFURLY," CONDUIT ROAD. A HOUSE in WONG NAI CHONG ROAD. GODOWNS in PRAYA EAST. A HOUSE in CLIFTON GARDENS, Conduit Road. A HOUSE in RIPON TERRACE. FLATS in MORETON TERRACE. Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st March, 1906. [524]

## TO LET

2ND FLOOR of No. 6, ICE HOUSE STREET, centrally situated and within easy reach of the principal Banks and business houses. Apply on the premises to—

TATA & CO.

Hongkong, 24th December, 1906. [2333]

## TO LET.

FOUR-ROOMED HOUSE on Praya East near East Point. Apply to—

JARDINE, MATHESON & CO.

Hongkong, 27th November, 1906. [2104]

## TO LET.

"DURBAR HOUSE" in CAMERON ROAD, Kowloon. Moderate Rental. Apply to—

SPANISH PROCURATION.

Hongkong, 11th October, 1906. [1892]

## TO LET.

A HOUSE in KNITSFORD TERRACE KOWLOON. Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st August, 1906. [79]

## TO LET.

ONE GODOWN at East Point close to the Water suitable for the storage of any Cargo. Floor Area 6,100 square feet. Apply to—

JARDINE, MATHESON & CO.

Hongkong, 16th October, 1906. [1922]

## TO LET.

(EITHER IN WHOLE OR IN PART.) "THE ACACIAS" and "THE GROVE," having 26 Rooms with detached Out-Houses and Kitchens, situated in Robinson Road, Kowloon. Well ventilated, with Electric Lights and Bells completely installed. Apply to—

E. M. HAZELAND,

No. 35, Queen's Road Central,

or to

WING-ON CONTRACTOR,

No. 34, D'Almeida Street.

Hongkong, 19th July, 1906. [1436]

## TO LET.

"GLENWOOD" CAINE ROAD, suitable for a Boarding House or Club. "ARDBEAL" No. 111 Peak (Furnished) from 1st March, 1906, for about 20 months. No. 3, CAMERON VILLAS, PEAK. No. 7, DES VAUX VILLAS, PEAK. No. 4, CONDUIT ROAD. No. 3, ARBUTHNOT ROAD. No. 73, WYNDHAM STREET. BEACONSFIELD ARCADE, Fine Shops and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Calbeck MacGregor). No. 17, QUEEN'S ROAD CENTRAL, Rooms on Front Part, Top Floor, (over Aches). RELIABLE TERRACE HOUSES, ROBINSON ROAD.

NEW HOUSE or FOR SALE, NEW HOUSE on MOUNT KELLET, Five Rooms, on Rural Building Lot No. 117. Apply to—

LINSTEAD & DAVIS,

3rd Floor, Alexandra Buildings.

Hongkong, 2nd November, 1906. [12025]

## TO LET-ON LEASE.

FROM 1ST JANUARY, 1907.

NOS. 6, 8, 10, 12 and 14, HOLLYWOOD

ROAD, Nos. 1, 2, 3, 4 and 5 SUN WAI LANE.

Apply to—

ARRATON V. APCAR & CO.,

45, Wyndham Street.

Hongkong, 24th October, 1906. [1867]

## TO LET.

RAVENSHILL WEST No. 3, PARK ROAD.

Apply to—

DEACON, LOCKER & DEACON,

Hongkong, 31st December, 1906. [2224]

## TO BE LET.

FURNISHED.

ROOM THE 2ND WEEK IN APRIL NEXT.

"IAN MOR" PEAK ROAD, Six Good Rooms, 3 Bath Rooms, Drying and Store Rooms, Grass Tennis Court. Moderate rental to good tenant.

Apply to—

HUMPHREYS' ESTATE & FINANCE CO., LD.

Hongkong, 18th December, 1906. [340]

## TO LET.

NO. 2, MACDONNELL ROAD.

Apply to—

COMPTON'S DEPARTMENT,

Nippon Yusen Kaisha.

Hongkong, 3rd June, 1905. [80]

## TO LET.

NO. 1, WEST END TERRACE, Shamcen, Canton.

Apply to—

HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 11th December, 1906. [2254]

## BANKS

## DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP... 8,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS, BERLIN.

BRANCHES: Berlin, Hamburg, Calcutta, Hankow, Tientsin, Peking, Tsingtau, Taichang, Kobe, Yokohama, Singapore.







## SHIPPING.

## ARRIVALS.

ARR MARU, Japanese str., 3,005, M. Yagi, 31st Dec.—Shanghai 29th Dec. General.  
—Nippon Yusen Kaisha.  
CONCORD, U.S. gunboat, 31st Dec.—From Canton.  
DAKOTA, American str., 13,305, E. Franke, 31st Dec.—Seattle via Shanghai 28th Nov. General.—Nippon Yusen Kaisha.  
HUE, French str., 705, J. Pannier, 31st Dec.—Haiphong and Hanoi 30th Dec. Rice, Pipes and General.—A. R. Maitry.  
KRENN, British str., 4,734, R. Conradi, 31st Dec.—Shanghai 28th Dec. General.—Butterfield & Swire.  
MATHILDE, German str., 331, N. Schenck, 31st Dec.—Haiphong and Hanoi 29th Dec. Coal and Pipes.—Johnson & Co.  
PONTAF, German str., 230, H. Carsten, 31st Dec.—Yap 29th Dec.—German Capital.  
PRINZ EITEL FRIEDRICH, German str., 8,897, E. Malchow, 31st Dec.—Yokohama 22nd Dec. Mails and General.—Melchers & Co.  
QUANTA, German str., 1,145, H. Madsen, 31st Dec.—Tientsin 29th Dec. Empty.—Onaka Shosen Kaisha.  
YOUNG, British str., 1,435, J. H. Brown, 31st Dec.—Shanghai 27th Dec. General.—Butterfield & Swire.  
YUNNANG, British str., 1,128, F. Mooney, 31st Dec.—Manila 28th Dec. General.—Jardine, Matheson & Co.  
ZAFIRO, British str., 1,623, R. Rodger, 31st Dec.—Manila 28th Dec. General.—Shewan, Tomes & Co.

## DEPARTURES.

Dec. 31st.  
CHONGHANG, British str., for Shanghai.  
FUKUSHI MARU, Japanese str., for Aomori.  
HONGKONG, French str., for Haiphong.  
HIN KONG, Chinese str., for Shanghai.  
MICHENER, British str., for Singapore.

## SHIPPING REPORTS.

The British str. *Youngh* reports: Strong monsoon, rough sea and fine cloudy weather.  
The British str. *Yachon* reports: Moderate to strong N.E. monsoon and fine clear weather.  
The British str. *Kremon* reports: Fresh monsoon and moderate sea to Beaufort Point; thence fine and smooth to port.  
The German str. *Quanta* reports: Very strong monsoon to Chupai Island; thence to port moderate breeze and sea.

## VESSELS IN DOCK.

Dec. 29th.  
ABERDEEN DOCK.—  
KODOMO, Dutch str., *Sesepan*, *Montong*, *Tengkoran*, *Frederik*, U.S.S. *Poland*, *Thetis*, *Z. Y. de Alencar*, *Kunichon*, *Sandara*, H.M.S. *Hurdy*, *Michael*, *Dobson*, *Perle*, *Chapling*, *Lemak*, *Cornwall*, *Decker*, — S. P. *Richcock*, *Pedra*.

VESSELS ON THE BERTH  
FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship  
"LIGHTNING."  
Captain J. G. Spencer, will be despatched for the above Port on THURSDAY, the 3rd Jan., at 3 p.m.  
For Freight, apply to  
DAVID SASSOON & Co., Ltd.,  
Agents.  
Hongkong, 29th December, 1906. 1250  
NORDDDEUTSCHER LLOYD, BREMEN

## NOTICE.

STEAM FOR  
KUDAT & SANDAKAN.  
Taking Cargo at Through Rates to  
TAWAU, LAHAD DATU, LABIAN,  
JOLO, MENADO AND ZAMBOANGA.

THE Steamship  
"BORNEO."  
Captain F. Sembl, ready to load TO-MORROW (Wednesday), the 2nd Jan., will leave on THURSDAY, the 3rd January, at Noon.  
For Freight or Passage, apply to  
NORDDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
Agents.  
Hongkong, 31st December, 1906. 15  
AGENCE DES MESSAGERIES  
MARITIMES.  
FRENCH MAIL STEAMERS

STEAM FOR SAIGON,  
SINGAPORE, CAYENA,  
COLOMBO, CALCUTTA,  
BOMBAY, ADEN,  
DJIBOUTI, EGYPT,  
MARSEILLES, LONDON,  
HAVRE, BORDEAUX,  
MEDITERRANEAN  
AND BLACK SEA-PORTS.

THE Steamship  
"YARRA."  
Captain Selmer, will be despatched for MARSEILLES, on TUESDAY, the 8th January at 1 p.m.  
This steamer connects at Colombo with the Australian line steamer *de la Cote*, bound for Newcastle via BOMBAY and ADELPHI, and with the French line steamer *de la Cote*, bound for Marseilles via BOMBAY and ADELPHI.  
Passage tickets and through Bills of Lading issued for above ports.  
Cargo also loaded for principal places in Europe.  
Next sailings will be as follows:  
S.S. "SALAZAR" ... 2nd Jan.  
S.S. "OCEANUM" ... 5th Feb.  
S.S. "TOULAN" G. DE CHAMPEAUX, Agent.  
Hongkong, 27th December, 1906. 10  
NAVIGAZIONE GENERALE  
ITALIANA.  
(Florence and Rubattino United Companies.)

STEAM FOR ROMNEY VIA SINGAPORE AND PENANG.  
Having connection with Company's Mail Steamers to ADEN, SUVA, PORT SAID, MISRINA, NAPLES, LONDON and GENOA, also TIENTSIN and TIENTSIN, all MEDITERRANEAN, ADRIATIC, LIGURIAN and SOUTH AMERICAN Ports up to CALAO.  
(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BANGALORE, VALENZA, ALICANTE, AMERICA and MALAGA).

THE Steamship  
"ISCHIA."  
Captain Doder, will be despatched as above on FRIDAY, the 11th Jan., at Noon.  
At Bombay the steamer is discharging in Victoria Dock.  
For further particulars regarding Freight and Passage, apply to  
CARLOWITZ & Co.,  
Agents.  
Hongkong, 31st December, 1906. 14

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w.," together with the number denoting the section.

SECTIONS.  
1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	NAMUR	Brit. str.	—	H. W. Kenrick, R.N.R.	P. & O. S. N. Co.	About 3rd inst.
LONDON &c., via USUAL PORTS OF CALL	SILHA	Brit. str.	—	C. D. Goldsmith	P. & O. S. N. Co.	On 12th inst., at Noon.
MARSEILLES, &c., via PORTS OF CALL	YARRA	Brit. str.	—	Selmer	MESSAGERIES MARITIMES	On 8th inst., at 1 p.m.
MARSEILLES & HAMBURG VIA PORTS	AMERICA	Ger. str.	k.w.	Schlinghammer	HAMBURG-AMERIKA LINIE	On 15th inst.
BRIMEN, via PORTS OF CALL	P. E. FRIEDRICH	Ger. str.	k.w.	Malchow	MELCHERS & Co.	To-morrow, at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	ANDALUSIA	Ger. str.	k.w.	Schmidt	HAMBURG-AMERIKA LINIE	On 25th inst.
COPENHAGEN & RUSSIAN, SCANDINAVIAN PORTS	SPERZA	Ger. str.	k.w.	Malchow	HAMBURG-AMERIKA LINIE	About Middle of Jan.
NAPLES, PLYMOUTH, HAVRE, BREMEN & HAMBURG	CAMBODIA	Ger. str.	k.w.	Jager	HAMBURG-AMERIKA LINIE	On 11th inst.
VIETNAM (C.O.) & TACOMA VIA JAPAN	HOHENSTAUFEN	Ger. str.	k.w.	Bable	HAMBURG-AMERIKA LINIE	On 8th Feb.
SOUTH AMERICAN PORTS VIA JAPAN PORTS	SILESIA	Ger. str.	k.w.	Franch	HAMBURG-AMERIKA LINIE	On 5th inst.
AUSTRALIAN PORTS VIA MANILA	VANDALIA	Ger. str.	k.w.	Franch	HAMBURG-AMERIKA LINIE	About 19th inst.
AUSTRALIAN PORTS VIA MANILA	SATSUMA	Brit. str.	—	—	DODWELL & CO., LTD.	On 9th inst., at Noon.
YOKOHAMA & KOBE	TARTAR	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 17th inst., at 4 p.m.
YOKOHAMA & KOBE	EMPEROR OF CHINA	Brit. str.	—	—	DODWELL & CO., LTD.	On 3rd inst.
YOKOHAMA & KOBE	PLAIDES	Am. str.	—	—	TOYO KISEN KAISHA	On 4th inst., at Noon.
YOKOHAMA & KOBE	KASATO MARU	Jap. str.	—	—	MELCHERS & Co.	On 5th inst.
YOKOHAMA & KOBE	SANDAKAN	Ger. str.	—	—	BUTTERFIELD & SWIRE	About 3rd inst.
YOKOHAMA & KOBE	CHANGSHA	Brit. str.	—	—	MELCHERS & Co.	To-day, at 4 p.m.
YOKOHAMA & KOBE	KINA	Brit. str.	—	—	MELCHERS & Co.	About 26th inst.
YOKOHAMA & KOBE	CHINGTO	Brit. str.	—	—	MELCHERS & Co.	On 4th inst.
YOKOHAMA & KOBE	SHIRIN	Dan. str.	—	—	MELCHERS & Co.	On 4th inst.
YOKOHAMA & KOBE	DAPHNE	Ger. str.	k.w.	—	MELCHERS & Co.	To-morrow, at 4 p.m.
YOKOHAMA & KOBE	PRINZ HEINRICH	Ger. str.	k.w.	—	MELCHERS & Co.	On 4th inst.
YOKOHAMA & KOBE	YOHOW	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 4th inst., at 4 p.m.
YOKOHAMA & KOBE	JAVA	Brit. str.	—	—	P. & O. S. N. Co.	About 6th inst.
YOKOHAMA & KOBE	SILESIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 7th inst.
YOKOHAMA & KOBE	SAMBIA	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 10th inst.
YOKOHAMA & KOBE	ANGADIA	Brit. str.	—	—	P. & O. S. N. Co.	About 11th inst.
YOKOHAMA & KOBE	MASAR MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 8th inst., Daylight.
YOKOHAMA & KOBE	QUANTA	Brit. str.	—	—	OSAKA SHOSHEN KAISHA	On 4th inst., Daylight.
YOKOHAMA & KOBE	NANCHANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
YOKOHAMA & KOBE	KANSU	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
YOKOHAMA & KOBE	HAIMUN	Brit. str.	—	—	DOUGLAS LAPELLE & CO.	On 4th inst., Daylight.
YOKOHAMA & KOBE	TAMING	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
YOKOHAMA & KOBE	YUENSANG	Brit. str.	—	—	JARDINE, MATHESON & Co.	On 4th inst., at Noon.
YOKOHAMA & KOBE	ZAFIRO	Brit. str.	—	—	SHEWAN, TOMES & Co.	On 5th inst., at Noon.
YOKOHAMA & KOBE	RUBI	Brit. str.	—	—	REAR, TOMES & Co.	On 12th inst., at Noon.
YOKOHAMA & KOBE	SUKHONG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst., at 4 p.m.
YOKOHAMA & KOBE	BONHO	Ger. str.	—	—	MELCHERS & Co.	On 3rd inst., at Noon.
YOKOHAMA & KOBE	LIGHTNING	Brit. str.	—	—	DAVID SASSOON & Co., Ltd.	On 3rd inst., at 3 p.m.
YOKOHAMA & KOBE	KUMANG	Brit. str.	—	—	JARDINE, MATHESON & Co.	On 3rd inst., at 3 p.m.
YOKOHAMA & KOBE	ISCHIA	Ital. str.	—	—	CARLOWITZ & Co.	On 11th inst., at Noon.
YOKOHAMA & KOBE	TIJARI	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila.	On 5th Jan., Noon.
RUBI	2540	R. Almond	Manila.	On 12th Jan., Noon.

For Freight or Passage apply to  
SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.  
Hongkong, 29th December, 1906. 15

## HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.  
FOR NEW YORK VIA PORTS AND SUEZ CANAL.  
(WITH LIBERTY TO CALL AT THE MALABAR COAST.)  
For freight and further information apply to  
SHEWAN TOMES & CO.,  
GENERAL AGENTS.  
Hongkong, 13th November, 1906. 19

EAST ASIATIC CO., LTD.  
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.  
RUSSIAN EAST ASIATIC CO., LTD.,  
ST. PETERSBURG & VLADIVOSTOK.

DESTINATION	STEAMERS	DATE OF SAILING.
VLADIVOSTOK Direct	"KINA"	About 3rd Jan.
YOKOHAMA and KOBE	"SIBIRIEN"	About 26th Jan.
COPENHAGEN and RUSSIAN, SCANDINAVIAN and GERMAN, BALTIC PORTS	"CAMBODIA"	About Middle of Jan.
	"KINA"	About Beginning of Feb.

For Further Particulars, apply to  
MELCHERS & Co.,  
AGENTS.  
Hongkong, 29th December, 1906. 1357

## INDO-CHINA STEAM NAVIGATION CO., LIMITED.

DESTINATION	STEAMERS	DATE OF SAILING.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Thursday, 3rd Jan. 3 p.m.
MANILA	"YUENSANG"	Friday, 4th Jan. 4 p.m.

\* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.  
† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtze Ports.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
GENERAL MANAGERS.  
Hongkong, 29th December, 1906. 18

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.  
CONNECTING AT TACOMA WITH  
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C. AND TACOMA  
VIA  
MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captain.	Sailing Date.
PLEIADES	3,753	F. G. Farrington	On 3rd January.
LYRA	4,417	G. V. Williams	On 9th January.
SHAMUT	5,696	E. V. Roberts	On 23rd January.
HYADES	3,753	J. Alwen	On 30th January.

! Cargo only.  
CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND  
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw ss. "SHAMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—  
DODWELL & CO., LIMITED,  
GENERAL AGENTS.  
QUEEN'S BUILDINGS,  
Hongkong, 29th October, 1906. 17

HAMBURG-AMERIKA LINIE.  
PASSENGER SERVICE.

BY the new steamers, "PHEASANT," "HAMBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided with ONLY LOWER BERTHS. The cabins are amply and fitted with fans. Laundry on Board. Doctor and Stewardsess carried. These steamers call at PLYMOUTH and NAPLES. In addition to these boats, the steamers "SCANDIA" and "SILESIA" carry first-class passengers.  
Returktickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

NEXT SAILINGS OUTWARD.  
FOR SHANGHAI, KOBE, YOKOHAMA (TSINGTAO, CHEFOO AND TIENTSIN VIA SHANGHAI).  
SILESIA ... Capt. Bable ... 7th January  
SCANDIA ... Capt. v. Doehren ... 14th February  
HAMBURG ... Capt. Filler ... 8th March

NEXT SAILINGS HOMEWARD.  
FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUVA, PORT SAID, NAPLES, PLYMOUTH, HAVRE, and HAMBURG.  
HOHENSTAUFEN ... Capt. Jaeger ... 11th January  
SILESIA ... Capt. Bable ... 18th February  
SCANDIA ... Capt. v. Doehren ... 22nd March  
HAMBURG ... Capt. Filler ... 5th April

FREIGHT SERVICE.  
NEXT SAILINGS OUTWARD.  
SILESIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 7th January  
SAMBIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 10th January  
SAXONIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 15th January  
HELLAS ... FOR SHANGHAI, KOBE & YOKOHAMA ... 26th January

NEXT SAILINGS HOMEWARD.  
SILESIA ... FOR HAVRE, ANTWERP & HAMBURG ... 4th January  
SAMBIA ... FOR HAVRE, ANTWERP & HAMBURG ... 10th January  
SAXONIA ... FOR HAVRE, ANTWERP & HAMBURG ... 15th January  
HELLAS ... FOR HAVRE, ANTWERP & HAMBURG ... 26th January

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS. Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.  
ANDALUSIA ... FOR HAVRE, ANTWERP & HAMBURG ... 4th January  
HOHENSTAUFEN ... FOR HAVRE, ANTWERP & HAMBURG ... 10th January  
AMERICA ... FOR HAVRE, ANTWERP & HAMBURG ... 15th January  
SPERZA ... FOR HAVRE, ANTWERP & HAMBURG ... 26th January  
SILESIA ... FOR NAPLES, HAVRE & HAMBURG ... 8th February  
VANDALIA ... FOR NEW YORK ... 5th January  
DAPHNE ... FOR TSINGTAO, NAGASAKI & VLADIVOSTOK ... 4th January

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"SIMLA."  
Captain C. D. Goldsmith, carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 12th January, at Noon, taking passengers and cargo for the above ports in connection with the Company's ss. "CHINA," 8,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "OCEANA," due in London on 22nd February, 1907. Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 31st December, 1906. 1

## REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COAST).  
PROPOSED SAILINGS FROM HONGKONG.  
1907  
About  
FOR NEW YORK  
"SATSUMA" ... 19th Jan.  
"SIRH" ... 9th Feb.  
For Freight and further information, apply to  
DODWELL & CO., LTD.,  
Agents.  
Hongkong, 12th November, 1906. 1257

## TOYO KISEN KAISHA.

## SOUTH AMERICAN LINE.

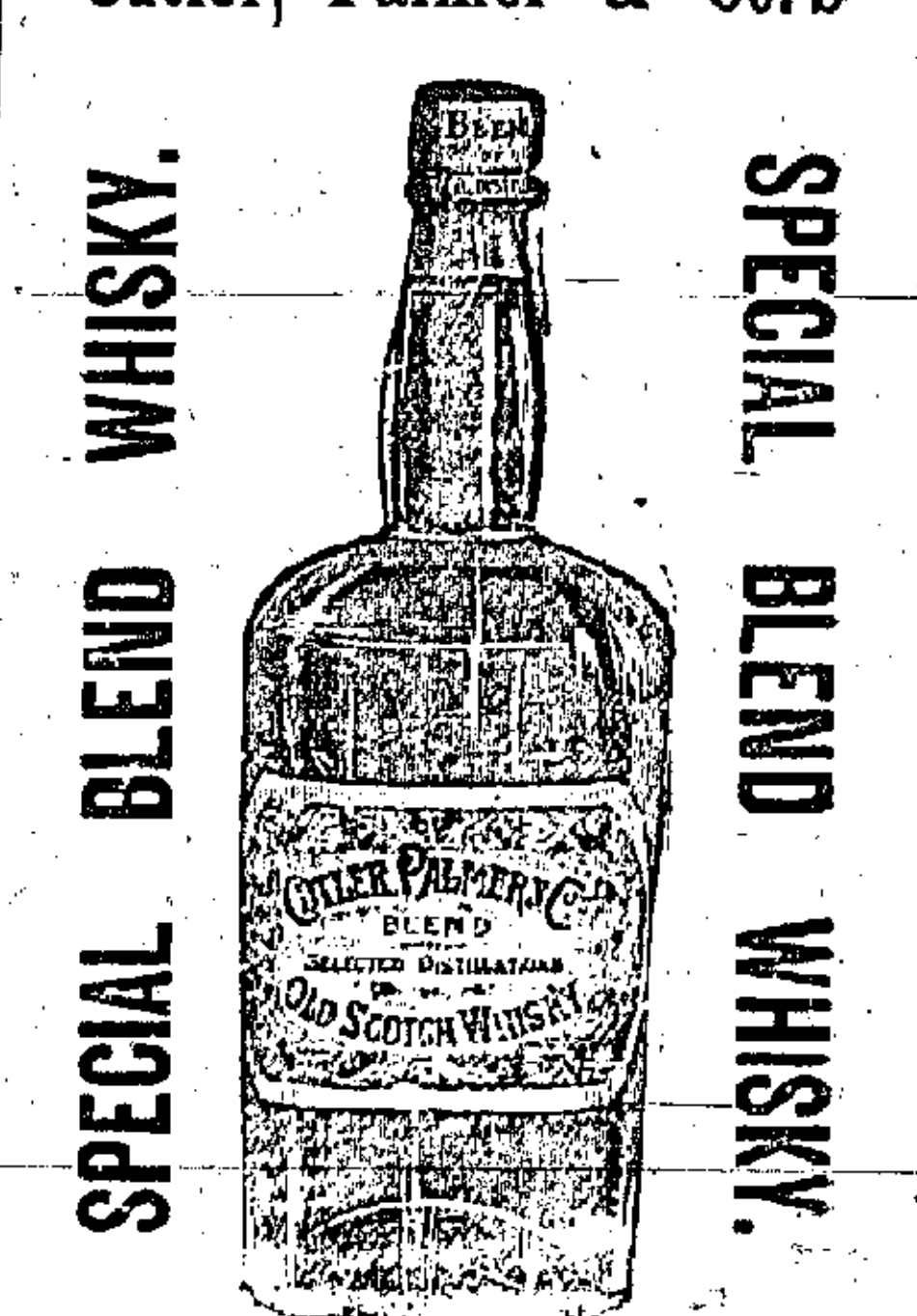
## FOR SOUTH AMERICAN PORTS VIA JAPAN PORTS.

Regular Steamship Service between Hongkong, CALLAO and IQUIQUE via JAPAN PORTS.  
Steamer Tons To Sail.  
"KASATO MARU" 6,000 On April, 1907.  
Capt. W. C. T. S. FILMER.  
Taking Freight and Passengers to other Western Coast Ports of South America. The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried aboard.  
For further information, apply to  
K. MATSUDA,  
Manager,  
Yokohama Building,  
Hongkong, 28th December, 1906. 1616

## NATAL LINE OF STEAMERS

THE Underigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AMERICA, in connection with 1800-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPT. PORTS every fortnight.  
For Freight and further particulars, apply to  
DODWELL & CO., LIMITED.  
General Agents for China and Japan  
Hongkong, 4th August, 1898.

## Cutler, Palmer &amp; Co's



SHIPPERS  
CUTLER, PALMER & Co., LONDON.  
AGENTS  
SIEMSEN & CO.,  
HONGKONG. 1408

THE  
DIRECTOR AND CHRONICLE  
FOR 1906.

Complete Edition ... \$10.00  
Small ... 6.00  
Obtainable at the Hongkong Daily Press Office and from the Local Booksellers.

## THE "DAILY PRESS."

ILLUSTRATED  
TYPHOON  
PAMPHLET

CONTAINING A FULL ACCOUNT OF THE TYPHOON of September 18th, 1906, Illustrated by 20 PHOTOGRAPHIC VIEWS.

PRICE 50 CENTS CASH.

Copies may be obtained from the Daily Press Office or from the Local Booksellers.  
Hongkong, 28th November 1906. 12180



# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NAMUR Capt. H. W. Kourick, R.N.R.	About 3rd January	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	ARCADIA Capt. S. Barcham	About 6th January	Freight and Passage.
SHANGHAI	ARCADIA Capt. A. L. Valentini	About 11th January	Freight and Passage.
LONDON, &c., via USUAL PORTS OF CALCUTTA	SIMLA Capt. C. D. Goldsmith	Noon, 12th January	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 29th December, 1906.

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"CHINGTU"	On 1st Jan, 4 P.M.
MANILA	"TAMING"	On 2nd Jan, 4 P.M.
TAKOW	"NANCHANG"	On 2nd Jan, 4 P.M.
SWATOW, AMOY, FOOCOW and SHANGHAI	"KANSU"	On 2nd Jan, 4 P.M.
SHANGHAI	"YOHOW"	On 4th Jan, 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"SUNGKIANG"	On 12th Jan, 4 P.M.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

\* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

\* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

Hongkong, 29th December, 1906.

BUTTERFIELD &amp; SWIRE.

AGENTS.

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# OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAMBUI via SWATOW AND AMOY	"MASAN MARU" Capt. I. SAKURAI	SUNDAY, 4th Jan. at DAYLIGHT.
FOOCOW via SWATOW AND AMOY	"QUARTA" Capt. H. MADSEN	THURSDAY, 4th Jan. at DAYLIGHT.

\* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

\* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 29th December, 1906.

T. ARIMA, Manager.

[14]

# PASSENGER SEASON 1907.

# PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

THROUGH STEAMER

FOR  
MARSEILLES AND LONDON.  
via COLOMBO AND BOMBAY.

THE STEAMSHIP

# "MACEDONIA,"

10,500 TONS, CAPT. C. D. BENNETT, R.N.R.

WILL BE DESPATCHED AT NOON.

ON  
SATURDAY, 23rd MARCH,

AND IS DUE IN MARSEILLES ON THE 20th APRIL AND LONDON ON THE 27th APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF  
SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL  
WILL MAKE A FAST RUN TO MARSEILLES AND LONDON.  
THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE  
COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

FARES:

To MARSEILLES—£61 First and £42 Second Saloon,  
To LONDON—£65 First and £44 Second Saloon.

For Further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 11th October, 1906.

[1899]

# IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.  
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,  
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON  
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
PRINZ EITEL FRIEDRICH	WEDNESDAY
SEYDLITZ	WEDNESDAY
PRINZ HEINRICH	WEDNESDAY
PRINZESSEN ALICE	WEDNESDAY
PRINZESSEN ALICE	WEDNESDAY
PRINZ LUDWIG	WEDNESDAY
PRINZESSEN ALICE	WEDNESDAY
PRINZ REGENT LUITPOLD	WEDNESDAY
PRINZ EITEL FRIEDRICH	WEDNESDAY

ON WEDNESDAY, the 2nd day of JANUARY, 1907, at NOON, the Steamship  
"PRINZ EITEL FRIEDRICH," Captain Moltow, with MAILED PASSENGERS,  
SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES, GENOA,  
ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

Shipping Orders will be granted till Noon, on MONDAY, the 31st Dec., Cargo and  
Specie will be received on Board until 5 P.M. on TUESDAY, the 1st Jan., Cargo and  
Specie should not exceed Two Feet Cubic in Measurement.

RATES OF PASSAGE MONEY FROM HONGKONG:  
TO NAPLES, GENOA AND GIBRALTAR: 1st Class £21 0 0, 2nd Class £22 0 0, 3rd Class £23 0 0.  
TO SOUTHAMPTON, LONDON, BREMEN  
AND HAMBURG: 1st Class £21 0 0, 2nd Class £22 0 0, 3rd Class £23 0 0.

TO NEW YORK VIA SUEZ  
via NAPLES, GENOA OR GIBRALTAR: 1st Class £44 0 0, 2nd Class £45 0 0, 3rd Class £46 0 0.  
via BREMEN OR SOUTHAMPTON: 1st Class £44 0 0, 2nd Class £45 0 0, 3rd Class £46 0 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and  
travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,  
GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passengers  
expense.

TOUR VIA INDIA:  
Passengers have the option of using a Steamer of the British India S. N. Co., from  
Singapore to Calcutta, instead of an Imperial Mail Steamer from Singapore to Colombo.  
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERUPTION OF THE VOYAGE: If necessary, the Steamer will be replaced by another of the same  
class, and passengers will be carried to their destination without extra charge.

Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean  
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer  
from Port Said.

# JAPAN-CHINA-AUSTRALIAN LINE. VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,  
BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION):  
STEAMER SAILING DATES  
SANDAKAN ... 1793 tons ... FRIDAY, 4th Jan.  
MANILA ... 1793 tons ... FRIDAY, 1st Feb.  
PRINZ WALDEMAR ... 3277 tons ... THURSDAY, 28th Feb.

ON FRIDAY, the 4th JANUARY, at NOON, the Steamship "SANDAKAN"  
Captain Wendig, with Mailed Passengers and Cargo, will leave this Port as above.  
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

	1st Class	2nd Class	3rd Class	1st Class	2nd Class	3rd Class
TO MANILA	\$50	\$30	\$20	return	\$50	\$30
TO NEW GUINEA	\$28	\$18	\$14	return	\$28	\$18
TO BRISBANE	\$28	\$18	\$14	return	\$28	\$18
TO SYDNEY	\$28	\$18	\$14	return	\$28	\$18
TO MELBOURNE	\$28	\$18	\$14	return	\$28	\$18
TO YOKOHAMA	\$30	\$20	\$15	return	\$30	\$20
TO KOBE	\$30	\$20	\$15	return	\$30	\$20
TO YOKOHAMA and back from KOBE	\$30	\$20	\$15	return	\$30	\$20
TO HONGKONG	\$30	\$20	\$15	return	\$30	\$20

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class £27 0 0, 2nd Class £27 0 0, 3rd Class £27 0 0.  
TO EUROPE via AUSTRALIA and COLOMBO by Imperial Mail Steamer £27 0 0.  
TO EUROPE via AUSTRALIA and AMERICA £27 0 0.  
From Australia to New York via Vancouver by the J.P.R. Co.'s steamers or via San Francisco by the O. & S.S. Co.'s steamers, and from New York to Europe by the Magnificent Express Steamers of N.D.L.

SAILINGS OUTWARDS.

# EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, "PRINZ HEINRICH"	Wednesday, 2nd Jan.
KOBE & YOKOHAMA	
SHANGHAI, NAGASAKI, "GNEISENAU"	Wednesday, 16th Jan.
KOBE & YOKOHAMA	

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San Francisco to New York by the C.P.R. Co.'s steamers P.M.S.S. Co., O. & S.S. Co., T. K. K. and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd are issued at the following Rates:—  
To London via Plymouth or Southampton 1st Class £62 0 0, 2nd Class £32 0 0, 3rd Class £22 0 0.  
To Paris via Cherbourg 1st Class £62 0 0, 2nd Class £32 0 0, 3rd Class £22 0 0.  
To Naples, Genoa via Gibraltar 1st Class £62 0 0, 2nd Class £32 0 0, 3rd Class £22 0 0.

Passage money payable in local currency at current sight Bank, rate of Exchange on the day of payment.

NORDDEUTSCHER LLOYD.

For further Particulars apply to

MELCHERS &amp; CO., AGENTS.

# PASSENGER SEASON 1907.

IN 25 DAYS TO ITALY  
BY THE  
MAGNIFICENT N.D.L. LINERS:

"PRINZESS ALICE" 10,911, ON MARCH 13TH.  
CAPT. CH. POLACK.

"PRINZ LUDWIG" 10,500, ON MARCH 27TH.  
CAPT. VON BINZER.

CALLING AT NAPLES, GENOA, GIBRALTAR AND  
SOUTHAMPTON TO LAND PASSENGERS.

EARLY BOOKING RECOMMENDED.

For Particulars, apply to

MELCHERS &amp; CO.,

AGENTS.

Hongkong, 12th October, 1906.

[2262]

# CANADIAN PACIFIC RAILWAY.

COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER  
11 DAYS ACROSS THE PACIFIC TO THE "EMPERESS LINE," Sailing 5 to 10 days Ocean Travel,  
11 DAYS YOKOHAMA TO VANCOUVER.  
15 DAYS HONGKONG TO VANCOUVER.

R.M.S.	Proposed SAILINGS (Subject to Alteration)	LEAVE HONGKONG	ARRIVE VANCOUVER
"TARTAR"	4,425 tons	WEDNESDAY, 9th Jan.	2nd Feb.
"EMPERESS OF CHINA"	6,000 "	THURSDAY, 17th Jan.	4th Feb.
"MONTEAGLE"	6,163 "	WEDNESDAY, 23rd Jan.	16th Feb.
"EMPERESS OF INDIA"	6,000 "	THURSDAY, 30th Jan.	16th Feb.
"ATHENIAN"	3,882 "	WEDNESDAY, 29th Feb.	16th Mar.
"EMPERESS OF JAPAN"	6,000 "	THURSDAY, 14th Mar.	1st April

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.  
Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at  
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,  
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail  
Express, and at Quebec with the Company's NEW PALATIAL "EMPERESS" Steamships,  
14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA  
and 29 days from HONGKONG.

Hongkong to London, 1st Class £200; via New York £22.  
Intermediate on Steamers: £40, £42, £44.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate  
passengers only, at Intermediate rates, affording superior accommodation for that class.  
Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval  
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China  
and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
D. W. CRADDOCK, Acting General Agent,  
Corner Pedder Street and Praya, opposite Blake Pier.

# SABANG BAY COALING STATION, POELOE WEH, NORTH SUMATRA.

CABLE ADDRESS: "HAILCOAL" SABANG OR AMSTERDAM.  
General Agent—G. A. WITT, London, E.C. 4.  
Coaling Agents—HALL BLYTH & Co., London, E.C.

Favourably situated at the entrance to the Straits of Malacca for all steamers from and  
to the Straits, China, Japan, India, Europe, United States, South Africa, etc.

BEST WELSH, JAPANESE, OMBILIN, AND BENGAL COAL.

No harbour dues, no pilotage charged and quick despatch given DAY AND NIGHT.

FRESH WATER AND ICE, SHIP'S STORES and PROVISIONS at Moderate Prices.

Floating Dock available for Steamers up to 3,000 tons displacement and workshop  
fitted for any ordinary repairs.

For further particulars apply to the Agents at Hongkong.

Hongkong, 1st December, 1906.

JAVA-CHINA-JAPAN LINE,

YORK BUILDINGS.

[2200]

# MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."

A.I. A.R.C. and Engineering Code Used

NEW DECK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet

Length on Blocks... 714 "

Width of Entrance on Top... 884 "

Width of Entrance on Bottom... 884 "

Water on Blocks at Spring Tide 34 "

DOCK No. 1.

Extreme Length... 523 feet

Length on Blocks... 513 "

Width of Entrance on Top... 884 "

Width of Entrance on Bottom... 884 "

Water on Blocks at Spring Tide 34 "

DOCK No. 2.

Extreme Length... 571 feet

Length on Blocks... 561 "

Width of Entrance on Top... 884 "

Width of Entrance on Bottom... 884 "

Water on Blocks at Spring Tide 34 "

PATENT SLIP.

Suitable for vessels up to 1,000 tons.

THE WORKS are well equipped with

LATEST PLANTS and APPLI-

ANCES to undertake BUILDING or

REPAIRING SHIPS, ENGINES, and

BOILERS; and also ELECTRICAL

WORK.

A LARGE STOCK OF MATERIAL is

always kept on hand.

The COMPANY has the powerful steamer

"OURA-MARU" (712 tons, 500 H.P.)

especially built for SALVAGE PURPOSES

equipped with necessary gear always ready

Short Notice.

[1175]

MARTIN'S

APOL &amp; STEEL

PILLS

A French Remedy for all irregularities. Thousands

of cases have been cured by its use. It is a simple, safe, and

effective remedy. Take with the least possible delay. It is

the only remedy of its kind. It is sold in all the principal

pharmacies and chemists. It is also sold in bottles of 10 and 20 pills.

CAPSULES FOR GOUT, RHEUMATISM, GRAVEL, &amp;c.

[68]

SANTAL MIDY

These tiny

Capsules

—superior

to Copaiba,

Cubeb, and

Injections—cure

the same diseases as these drugs

in forty-eight hours without

inconvenience.

Each Capsule bears the name MIDY.

[1175]

LADIES' SAFE

REMEDY

For functional troubles, delay, pain

and these irregularities peculiar to

the sex.

APOLINE

(CHAPOTEAUT)

Prescribed by the highest French

Medical authorities and superior to

Tansey, steel Drops and Penny

royal.

CHAPOTEAUT, 8, r. Vivienne, Paris

[1175]

# HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Albion, despatch-boat, 1,700 tons, 10 guns,  
3,000 h.p., Comdr. E. La T. Latham,  
Manila.

Astraea, 2nd class cruiser, 4,200 tons, 10 guns,  
7,000 h.p., Captain C. L. Vaughan-Lee,  
Manila.

Bramble, gunboat, 710 tons, 900 h.p., Lieut. E.  
C. W. Davison, Shanghai.

Britannia, gunboat, 710 tons, 900 h.p., Lieut.  
W. L. Bamber, Yangtze.

Cadmus, British ship, 1,070 tons, Comdr. B. L.  
Majestic, Shanghai.

Clio, British ship, 1,070 tons, Comdr. C. D.  
S. Raikes, Hongkong.

Diadem, 1st class cruiser, 11,000 tons, 16 guns,  
18,500 h.p., Capt. H. W. Savory, Manila.

Fame, torpedo-boat destroyer, 360 tons, 6  
guns, 5,700 h.p., 1st Lieut. Comdr. Gresson,  
Hongkong.

Flora, 2nd class cruiser, 4,300 tons, 10 guns,  
7,000 h.p., Capt. Grant Dutton, Weihaiwei.

Handy, torpedo-boat destroyer, 360 tons, 6 guns,  
5,700 h.p., Lieut. Comdr. Cox, Hongkong.



